United Nations A/63/165

General Assembly

Distr.: General
23 July 2008

Original: English

Sixty-third session
Item 55 (b) of the provisional agenda*
Groups of countries in special situations: specific actions related to the particular needs and problems of landlocked developing countries: outcome of the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation

Implementation of the Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries

Report of the Secretary-General

Summary

The present report is submitted pursuant to General Assembly resolution 62/204, in which the Assembly requested the Secretary-General to submit to the Assembly at its sixty-third session a report on progress made, lessons learned and constraints encountered in the implementation of the Almaty Programme of Action, including recommendations, with a view to the midterm review of the Programme of Action to be held during two days of high-level plenary meetings, on 2 and 3 October 2008, during the sixty-third session. As described in this report, over the past five years, both landlocked and transit developing countries with the support of their development partners progressed in implementing specific actions assigned to them in the Almaty Programme of Action. Partnerships to address the special needs of landlocked developing countries have further strengthened.

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08-43555 (E) 250808

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I. Introduction

1. Following the adoption of the United Nations Millennium Declaration, which called for a global partnership to address the special needs of landlocked developing countries, and pursuant to General Assembly resolution 57/242, the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation was held in August 2003 in Almaty, Kazakhstan. The Conference adopted two outcome documents: the Almaty Declaration and Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries.[1]

2. The overarching goal of the Almaty Programme of Action is to forge partnerships to overcome the special problems of landlocked developing countries caused by their lack of territorial access to the sea and their remoteness and isolation from world markets. The Almaty Programme of Action recognized the direct link between transport, international trade and economic growth and identified specific actions in five priorities, namely fundamental transit policy issues, infrastructure development and maintenance, international trade and trade facilitation, international support measures, and implementation and review, to establish efficient transit systems.

3. Over the past five years, landlocked and transit developing countries with the support of their development partners made tangible progress in implementing the specific actions agreed upon in the Almaty Programme of Action. Landlocked and transit developing countries in Africa, Asia and Latin America have moved the transit transport issue higher in the priority list of their development agenda. The Almaty process provided a sound framework for win-win solutions to transit transport issues for both the landlocked and transit developing countries. They strengthened their policy reform efforts, while development partners provided increased development assistance. The international community came to recognize that high transit transport costs represent a more important barrier than most favoured nation tariffs for landlocked developing countries. The most striking feature of the progress towards the implementation of the Almaty Programme of Action since 2003 has been the across the board recognition of the special needs of landlocked developing countries and the much stronger engagement of development partners with respect to transport infrastructure development and trade facilitation, as well as aid, debt relief and market access. Multilateral and development institutions and regional organizations have allocated much greater attention and resources to the establishment of efficient transit systems.

4. In paragraph 9 of its resolution 62/204, the General Assembly decided to hold two days of high-level plenary meetings devoted to the midterm review of the Almaty Programme of Action during the sixty-third session of the Assembly in New York. In paragraph 10, the Assembly stressed that the midterm review should provide the international community with an opportunity to make an assessment of the progress made, lessons learned and constraints encountered in the

[1] *Report of the International Conference of Landlocked and Transit Developing Countries and Donor Countries and International Institutions on Transit Transport Cooperation, Almaty, Kazakhstan, 28 and 29 August 2003* (A/CONF.202/3), annex I.

implementation of the Almaty Programme of Action and agree on what needed to be done to further galvanize global partnerships to assist landlocked developing countries in strengthening their effective participation in international trade and the world economy.

II. Overall socio-economic situation in landlocked developing countries

5. There are 31 landlocked developing countries with a total population of 370 million and an area of 16.3 million km^2. Despite some progress, landlocked developing countries continue to face serious constraints in their efforts to achieve the goals of halving extreme poverty and elevating the living standards of their populations and continue to be marginalized from the world economy and international trade system. Although the difficulties of being landlocked permeate every aspect of the development process and poverty alleviation, their impact on the evolution of external trade has been particularly severe. The additional transit transport costs that landlocked countries must bear constrain export development since this burden limits the range of potential exports and markets in which goods can be competitively and profitably traded. High transport costs remain the single most important obstacle to equitable access to global markets by landlocked countries and competition with other countries.

6. The high transport cost of landlocked developing countries' imports inflate the prices not only of consumer goods but also of fuel, capital goods and intermediate inputs, thereby increasing the cost of domestic agricultural and industrial production. Research over the last five years has emphasized the cause and effect relationship between the availability of adequate transport services and the scope for trade-based development, correlating the degree of access to a functioning transport sector with the degree of participation by countries in the global trading system. Transport costs present a tremendous trade-reducing effect. Reduced trade flows directly and negatively impact gross domestic product (GDP). Also, high costs related to unfavourable geographical locations decrease the rate of capital returns required by investors to finance a project within a country. The export structure is also an important factor for transport costs, as transport costs represent a smaller proportion of higher-value exports than of lower-value exports. Also, a larger proportion of regional trade is likely to lower the average transport costs incurred, given the shorter distances usually involved in regional trade.

7. Despite these persisting problems, clear progress has been made in the overall economic development and growth of landlocked developing countries as a group. Landlocked developing countries benefited from the economic environment which has been generally favourable since the adoption of the Almaty Programme of Action in 2003. Global economic growth has been led by developing countries and trade among developing countries has grown faster than trade with developed countries. The economic growth of the major transit countries (China, Brazil, India, the Russian Federation, South Africa and Turkey) has been especially fast and neighbouring landlocked developing countries benefited from spillover effects. The growth in the demand for raw materials has been particularly beneficial to a number of landlocked developing countries.

8. GDP of landlocked developing countries as a group grew by almost 8 per cent per annum for the period 2003-2006. Such rapid growth was mainly driven by higher commodity prices combined with better performance. Despite the disparities between landlocked developing countries annual GDP per capita growth is on the rise, increasing to US$ 688 in 2006 for the group. Excluding Zimbabwe, all landlocked developing countries experienced positive GDP per capita growth for the period 2003-2006.

9. In 2006, foreign direct investment (FDI) received by landlocked developing countries increased to $11.8 billion from $8.5 billion in 2003 and $3.9 billion in 2000. The surge in investment was mainly linked to huge capital flows to oil fields in the Caspian Sea, the construction of the Baku-Tbilisi-Ceyhan pipeline to Turkey, the Atasu-Alanshankou pipeline to China and the exploitation of the Doba oil field in Chad. The combined shares of Kazakhstan, Azerbaijan, Chad and Bolivia accounted for over 70 per cent of total FDI flowing to landlocked developing countries. Oil production was non-existent in landlocked Chad prior to 2003, but with the completion of a 650 mile Chad-Cameroon pipeline in July 2003, the country began producing oil. Since then, Chad's production levels have climbed steadily to reach 160,000 barrels a day in 2006. Massive exploration is taking place and production levels are expected to increase significantly.

10. Combined with low productivity, low return on investment and slow export growth, landlocked developing countries continue to build an unsustainable external debt. The external debt percentage of gross national income (GNI) of landlocked developing countries as a group was 51.1 per cent, almost double that of lower- and middle-income countries. However, progress is evident. The debt-to-export ratio was reduced from 2.25 in 2003 to 1.37 in 2006. The percentage of debt to GNI was reduced to 51.1 per cent in 2006 from 64.9 per cent in 2003. As of February 2008, nine landlocked developing countries (Bolivia, Burkina Faso, Ethiopia, Malawi, Mali, Niger, Rwanda, Uganda and Zambia) had reached the completion point, four (Afghanistan, Burundi, the Central African Republic and Chad) are at the decision point and two (Kyrgyzstan and Nepal) are at the pre-decision point of the Highly Indebted Poor Countries (HIPC) Initiative of the World Bank and the International Monetary Fund. Five landlocked developing countries (Burkina Faso, Ethiopia, Mali, Rwanda and Uganda) had received debt relief under the Multilateral Debt Relief Initiative as of July 2006. However, these countries remain vulnerable to export shocks and are dependent on highly concessional financing and prudent debt management. International assistance for export diversification, institutional capacity-building and market access are essential to prevent them falling back into the external debt trap.

11. With regard to social trends, landlocked developing countries remain not only the poorest countries in terms of per capita income, but most of them also have by far the lowest human development and poverty indicators. The United Nations Development Programme *Human Development Report 2007/2008* shows that 10 of the 20 lowest-ranking countries in the human development index were landlocked developing countries.

12. The economic growth and social well-being of landlocked developing countries remain very dependent on the international economic situation, such as the recent global slowdown, the food crisis, the fluctuation of commodity prices, as well as the recent credit market crisis.

III. Priority 1. Fundamental transit policy issues

13. The Almaty Programme of Action calls upon landlocked and transit developing countries to review and revise their regulatory frameworks to allow greater participation of the private sector in transit transport operations; increase transparency of transit and border regulations; establish streamlined administrative procedures; simplify border control procedures; adhere to international conventions and expand regional and subregional cooperation.

14. Efforts to create a stable economic policy environment in landlocked and transit developing countries are having a positive impact on transit transport operations. A change in attitudes and perceptions has helped to make public services such as customs, ports and railways more service oriented, thereby creating a better environment for transit transport operations.

15. Policy changes in the past five years that have had a direct impact on transit transport include the reform of railways (commercialization or privatization); liberalization of transit services; greater participation of the private sector in transit corridor management and infrastructure development; use of electronic data exchange; establishment of stronger institutional support arrangements for transit; entry into force of comprehensive intergovernmental agreements; increased accession to the multilateral transit conventions; increased collaboration of private and public sectors; and broader cooperation at the bilateral, regional and international levels.

16. Progress has been made in the liberalization of transit transport services at both the national and regional levels. At the national level, initiatives relate to the break-up of railway monopolies and allowing road competition. In many landlocked and transit developing countries, national railway companies now compete with road transport operators on an equal footing. Railways in many countries are now required by Governments to observe commercial principles. Railway privatization programmes typically involve a package of management and capital investment conditions that are offered by private sector-led consortia in return for a time-bound right of exploitation or concession of normally 10-20 years.

17. In West Africa, liberalization of transit traffic services has accelerated since the adoption of the Almaty Programme of Action. The railway line from Dakar to Bamako has been run since 2003 under a private management contract that grants the right to the Canadian-French consortium Transrail for a 25-year period, with an option for another 10-year lease. South Africa has undertaken reforms to ensure increased participation of the private sector in infrastructure development and maintenance. In particular, the TransAfrica Concessionaires and the Bakwena Platinum Concessionaires are responsible for the N4 highway to Maputo in the east and the N4 highway to Botswana and Namibia in the west. Asian landlocked and transit developing countries have also undertaken policy measures to liberalize transit services. For example, liberalization of road transit transport services in the Lao People's Democratic Republic and Thailand resulted in reducing transport costs for the landlocked country by 30-40 per cent.

18. A recent World Bank study noted that in some regions the age of the truck fleet and low vehicle utilization are more critical reasons for high transport costs than the poor condition of road infrastructure, especially in West and Central Africa. Various measures have been taken to remedy the situation, including tax incentives. The

Government of Mali, for example, has granted tax exemptions for new vehicles in order to foster the renewal of the truck fleet for inter-State goods transportation. The Government of Niger, where 80 per cent of vehicles are in a state of advanced depreciation, also uses tax incentives to encourage transporters to renew their fleet of trucks. In Senegal, the Government prohibited the importation of vehicles more than five years old.

19. The impetus of liberalization of transport services at the national level has had a stimulatory effect at the regional levels in some regions. In Eastern and Southern Africa, the breakdown of monopolies at the national levels led to a general relaxation of restrictions, allowing foreign operators to penetrate new markets. The Common Market for Eastern and Southern Africa (COMESA) played a lead role in this regard. The liberal environment in Eastern and Southern Africa has led to fierce competition and efficiency in road transport, forcing railways also to adjust and improve. However, railways and port concessions have often underperformed under new management because of the absence of oversight mechanisms to enforce the agreement and lack of resources. There is a need to build the capacity of African landlocked developing countries to participate effectively in negotiations on concessions.

20. Both the public and the private sector have undertaken institutional reforms. Efforts are under way to strengthen the private and public sector dialogue to address the bottlenecks that exist at different segments of transit services. Many landlocked and transit developing countries have established transport and trade facilitation boards, consisting of representatives from the public sector, including Government agencies dealing with external trade, transport, border-crossing and customs, as well as the private sector, including national chambers of commerce, freight forwarders and other transport service providers. United Nations organizations, particularly the United Nations Conference on Trade and Development (UNCTAD) and the United Nations regional commissions, provided necessary technical assistance in establishing national transport and trade facilitation boards.

21. The private sector in landlocked developing countries has also increasingly established professional bodies, such as road transporters' associations and freight forwarders associations, to provide platforms for representation and dialogue with Governments to promote their common interests and improve the legal framework for transit transport operations. The national professional bodies are affiliated with regional and subregional bodies that represent and promote the interests of their members. These reforms help the public and private sectors cope with their newly acquired roles in society. They also promote an environment for closer public and private sector cooperation and collaboration.

22. An effective regulatory framework and the establishment of an enabling environment are the prerequisites for establishing efficient transit transport systems. International conventions and regional and bilateral agreements ratified by Governments are the main vehicles for the harmonization, simplification and standardization of rules and documentation. Since the adoption of the Almaty Programme of Action, 23 landlocked and transit developing countries acceded to or ratified 14 multilateral conventions in the area of transit transport. The Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States, in close cooperation with the Office of Legal Affairs at the Secretariat and the regional commissions, continued its

efforts to raise the awareness of the importance of multilateral conventions and facilitate the accession process for landlocked and transit developing countries. For this purpose, selected transit conventions were included in the 2004 and 2008 United Nations treaty events.

23. An effective strategy to improve transit systems requires, first and foremost, action at the regional level because cooperation between landlocked countries and their transit neighbours is pivotal for the effective solution of many transit problems. For this cooperation to be sustainable it must be promoted on the basis of mutual interests of both landlocked and transit countries. Regional cooperation and integration involving landlocked and transit developing countries can be an asset by pooling limited resources and achieving needed economies of scale. There have been several regional initiatives aimed at improving the availability and use of trade-related transit transport infrastructure for landlocked developing counties at the regional level. In this regard, the New Partnership for Africa's Development (NEPAD) Short Term Action Plan on infrastructure and the Sub-Saharan Africa Transport Policy Programme played an important role in Africa. The Development Corridor and the Spatial Development Initiative have taken root in southern Africa. The Initiative places transit transport in a broader socio-economic context, recognizing the interdependence of transport with other economic sectors including tourism, agriculture, mining and information; it also gives priority to attracting foreign direct investment into the region.

24. Regional economic communities are important institutions that cooperate with multilateral and bilateral donors, as well as regional financial institutions, in the design and implementation of policies for improved transit transport. The Economic Community of West African States and the West African Economic and Monetary Union are joining forces to implement a road transport and transit facilitation programme aimed at making regional trade more fluid through the improvement of transport systems and the elimination of various non-tariff barriers. The components of the programme will be implemented, tested and evaluated on an experimental basis from 2004 to 2009; full implementation will follow in 2009. The programme components are harmonization of the application of the Inter-State Road Transit (ISRT) Convention to pave the way for the adoption of a single ISRT document; establishment of observatories to identify and discourage bad practices along key transit transport corridors; and building of joint border posts to speed up customs formalities at borders.

25. In Latin America, the objective of the Initiative for the Integration of Regional Infrastructure in South America (IIRSA) is to consolidate the physical integration of the 12 South American countries involved by means of bridges, roads, railroads, waterways and gas pipelines. In the six years since the plan was launched, a continental infrastructure strategy was defined based on 10 hubs as geoeconomic benchmarks for land planning and sustainable development management. Thirty-one main integration projects were approved as IIRSA top priorities in 2004. A total investment of $1.7 billion is projected for infrastructure projects, such as road rehabilitation and paving, border crossings and bridge improvement, having a direct impact on the development of the transport system in the two landlocked countries of the region, Paraguay and Bolivia.

26. The East African Community, COMESA, the Southern African Development Community and the Transit Transport Coordination Authority (TTCA) of the

Northern Corridor are playing an increasingly important role. Transit trade and transport facilitation instruments such as the single goods declaration document, which is being replaced by the road customs transit document; the customs bond guarantee scheme; the third party motor vehicle insurance scheme; harmonized vehicle weights and dimensions; and harmonized road transit charges find broad application in the East African region. TTCA monitors the implementation of the COMESA trade and transport instruments along the Northern Corridor. It also continues its efforts to advance other goals such as the simplification of customs and administrative procedures and the harmonization of working hours at border posts, and to promote consensus on the priority projects for infrastructure development and maintenance. COMESA also promoted one-stop border posts in Eastern and Southern Africa. Progress was being made to establish such posts on the Chirundu border between Zambia and Zimbabwe. TTCA reported that a needs assessment study had been carried out and a draft business plan prepared for the Malaba border post between Kenya and Uganda with funding from the United States Agency for International Development.

IV. Priority 2. Infrastructure development and maintenance

27. Efficient transport infrastructure and services are vital preconditions for the development of landlocked developing countries and their effective integration into the international trading system and the world economy. The broad use of information and communication technologies in transit transport operations would greatly increase the efficiency of the existing transit facilities. The key to attaining this objective lies in taking measures geared to halting and reversing the deterioration of physical infrastructure in landlocked and transit developing countries. Interregional and overseas transport and communications facilitate the expansion of trade because trade is only possible if people and goods can physically reach production and consumption areas at a competitive cost. The development of reliable transit transport communications infrastructure requires considerable investment; the establishment of public-private partnerships; capacity-building; legal and regulatory reforms; and institutional and administrative reviews. Coordinating transport infrastructure in one country is already a huge task; doing it across borders is even more difficult.

28. Reliable and up-to-date data to monitor the progress in transit transport infrastructure development in landlocked developing countries are not easily available. The World Development Indicators of the World Bank provide useful but at times not up-to-date data on infrastructure in landlocked and transit developing countries. As part of its efforts to report on progress made in the implementation of the Almaty Programme of Action, the Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States compiled a set of macroeconomic indicators, including selected transport and communications statistics, to illustrate progress in landlocked developing countries in achieving the Almaty priorities.

29. As the statistical annex to the current report demonstrates, there has been a little improvement in transit transport infrastructure development in landlocked developing countries. The total volume of road networks in landlocked developing countries was 1.1 million km in 2006, up from about 974,000 km in 2003. The quality of road networks in landlocked developing countries is poor, with only about

33 per cent of the total paved. The combined rail networks of all landlocked developing countries is roughly 35,000 km.

30. Air freighting accounts for a relatively small proportion of landlocked developing countries' foreign trade. However, air transport is important in supporting the passenger and tourism sectors in many landlocked developing countries. The aircraft fleets of individual carriers in landlocked countries are small; the airlines' networks are dispersed and aircraft utilization is low; costs are high. The links among subregions have remained poor because of the lack of appropriate policy for regulating the air transport industry. The number of departures in landlocked developing countries as a group dropped to 135,061 in 2006 from 146,139 in 2000.

31. Pipelines provide the most cost-effective means of transport for both crude oil and its finished products. Pipelines are not only important for oil-exporting countries, but also advantageous for importing countries because they are the least expensive mode of transport for crude as well as finished products over long distances. The total pipeline for landlocked developing countries as a group reached 64,405 km in 2006.

32. Physical links in Africa fall short of expectations: the African network of infrastructure and services is still disjointed. Transport costs are among the highest in the world, which means a high cost of doing business, making products less competitive in international markets. Roads remain the dominant mode of transport in Africa, accounting for 90 per cent of interurban transport. Less than a third of Africa's 2 million km of roads are asphalted. At 6.84 km per 100 square km, road density is well below that in Latin America (12 km per 100 square km) and Asia (18 km per 100 square km). And African network distribution is low, at only 2.71 km per 10,000 people. The East African Community has the most integrated road system, with the smallest share of missing links: 523 km of the total 3,841 km, or 14 per cent. The COMESA area is the second most linked subregion, with 2,695 km of missing links in 15,723 km (17 per cent). The Economic Community of Central African States has the least integrated road system, with 4,953 km of missing links in 10,650 km (47 per cent). Its road network is unusable under some weather conditions.

33. The African rail network is an estimated 89,390 km long, with a density of 2.96 km per 1,000 square km. Network connections are poor, especially in Central and West Africa, and the availability of rolling stock is still very low compared with other regions of the world. All the railway networks in Africa, including interconnected ones, still need to harmonize their operating rules and technical standards. One of the welcome developments since 2003 has been the increased recognition by the international donor community of the importance of adequate infrastructure facilities for achieving the Millennium Development Goals in Africa and the participation of Africa in the international trading system. Accordingly, the allocation of official development assistance (ODA) to African infrastructure development increased substantially.

34. Significant progress has been made in Asia towards coordinated transport infrastructure development. In particular, the Intergovernmental Agreement on the Asian Highway Network, covering 141,000 km of road in 32 countries, which entered into force in July 2005, provides a sound basis for the integrated, coordinated and standardized regional road network for the Asian continent. The

Agreement has made it easier to secure grants and loans to upgrade the Asian highway routes. The upgrading and development of the Asian highway network has been recognized as a priority in national highway planning and incorporated into national plans in many States members of the Economic and Social Commission for Asia and the Pacific (ESCAP) including landlocked developing countries such as Bhutan, Kyrgyzstan, the Lao People's Democratic Republic, Mongolia, Nepal and Uzbekistan. It is estimated that around $25 billion in investment have already been committed for the development and upgrading of Asian highway routes. During 2005 and 2006, about 10,000 km of Asian highways were upgraded to meet minimum standards.

35. The Intergovernmental Agreement on the Trans-Asian Railway Network, covering 81,000 km of rail network in 28 countries, was adopted by ESCAP at its sixty-second session and opened for signature during the Ministerial Conference on Transport held in Busan, Republic of Korea. It will likely come into force in 2008. The effective implementation of this agreement will certainly lead to the operational integration of national railway networks and increased freight and passenger services in Asia. Investment in physical infrastructure development of the Trans-Asian Railway Network has now become an important issue. According to an ESCAP estimate, around 6,500 km, equivalent to 8 per cent of the 81,000 km network, is a missing link, mostly in the South-East Asian subregion. ESCAP is now implementing a project to identify investment needs and development priorities for the network.

36. In Latin America, IIRSA, with its east-west and north-south corridor networks, places Bolivia and Paraguay on the crossroads between the Atlantic and Pacific coasts and between South and Central America. The two countries are served by inland water transport and railways. However, major infrastructural decline and operational problems in these two transport modes, which could have ensured lower transport costs, have allowed the road to emerge as the main mode of transport. This has led to an increase in the cost of transport, thereby reducing profit margins and export earnings and inflating the cost of imports. Bolivia has two major road projects under way, which are expected to be completed in 2010: from Santa Cruz to the Brazilian border at Puerto and a northerly road across the Andes from La Paz to the Brazilian border at Guayaramerin. In Paraguay, a road rehabilitation programme for 2003-2005 to improve roads between Asunción and Pillar and Asunción and San Pedro was completed with assistance from the Inter-American Development Bank. Road links with Bueno Aires have also been improved with construction of a bridge on the Paraná River between Encarnación and Posadas in Argentina. Despite operational difficulties, water transport is still used, especially for Paraguay's grain exports.

37. Transport and communications have entered a new stage in their relationship. The use of sophisticated telecommunication systems not only makes transport operations safer but also enables operators to run more trains or permit a greater number of aircraft landings and take-offs, making more efficient use of existing infrastructure and generating more revenue. The electronic data interchange, enabling documents such as customs declarations to be transmitted in advance of arrivals (by ship, train, aircraft, etc.), has facilitated forward planning by transport operators, port authorities, customs and other agencies, leading to fast customs clearance of goods and improving transit times of ships and other means of transport, thereby reducing the overall cost of international trade.

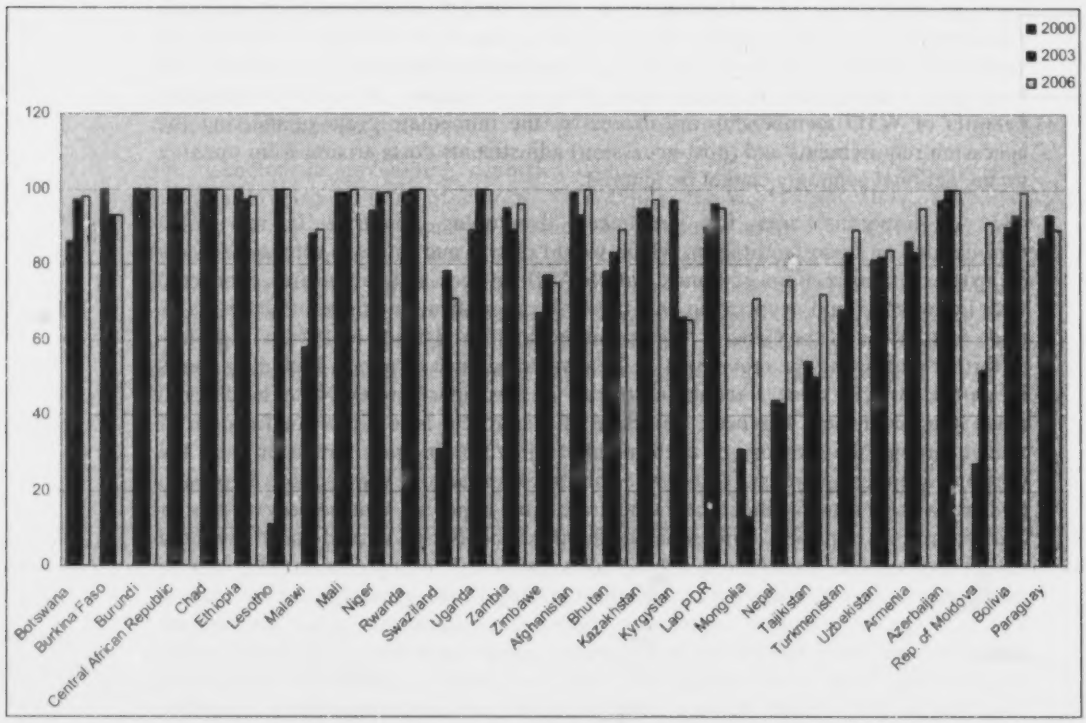
38. In terms of telecommunication infrastructure, on average in 2006, there were 3.2 main and 10.5 mobile phone lines per 100 inhabitants in landlocked developing countries. During the last decade, Africa has made huge strides in information and communication technology coverage with almost all countries developing substantial mobile phone networks from scratch. As a result, mobile teledensity has increased from 1.9 to 16.8 per 100 inhabitants and the percentage of the African population living within range of a GSM (Global System for Mobile Communications) base station has risen from 5 per cent in 1999 to 50 per cent in 2006. The growing digital divide remains a major concern for landlocked developing countries as a group with only 2.9 Internet users per 100 inhabitants in 2006.

V. Priority 3. International trade and trade facilitation

39. The goods and services that landlocked developing countries can supply competitively to international markets ultimately depend on what they can produce and how efficiently they can deliver them to the international markets. While the Group of Landlocked Developing Countries continues to be marginalized from international trade in goods, thus preventing them from reaping the benefits of globalization and using trade as an instrument for achieving their development objectives, some progress, albeit uneven, has been made since 2003.

40. As shown in the chart below, a number of landlocked developing country exporters have seen their terms of trade improve during this period. They benefited from greater market access initiatives extended by major markets such as the European Union, Japan, China and the United States. In particular, least developed or African landlocked developing countries benefited from preferential market access treatment provided by the developed markets. As of 2006 more than 91 per cent of exports of landlocked developing countries to developed markets enjoy duty-free access, a significant increase from 70 per cent in 2003. In 2006, the value of exports of landlocked developing countries increased to $68.4 billion from $32.8 billion in 2003. This was mainly driven by export increases, due mainly to the global oil and gasoline prices surge. Azerbaijan, Bolivia, Chad, Kazakhstan, Turkmenistan and Uzbekistan together accounted for about 60 per cent of total exports in landlocked developing countries.

Table 1
Exports from landlocked developing countries to developed economies (by value) admitted free of duty for all products (excluding arms)



Source: United Nations Conference on Trade and Development, International Trade Centre and World Trade Organization, the Millennium Development Goals, goal 8: Market Access Indicators by ICT, UNCTAD and WTO, indicator 38, at www.mdg-trade.org.

41. However, progress made for landlocked developing countries still remains insignificant compared to other developing countries. Over the past decade, the shares of landlocked developing countries of total exports and imports of world merchandise remain dismal, at 0.61 per cent and 0.57 per cent, respectively, in 2006. Commodities represent the greatest export earnings in landlocked developing countries. At the beginning of the 1980s, three quarters of all developing country exports were primary commodities; now, 80 per cent are manufactures. Landlocked developing countries have found themselves far from being an integral part of this transformation. They have not achieved any headway in the global market for manufactures and thus remain factor-driven economies highly dependent upon exports of a few primary commodities. At the same time, high oil prices have lately eroded those improvements, as landlocked developing countries are very vulnerable to fluctuations in transport costs, which have recently risen steeply.

42. As of June 2008, 9 of the 31 landlocked developing countries and 4 of the 34 transit developing countries were not members of the World Trade Organization (WTO), thus missing out on the benefits stemming from WTO membership, including those of special and differential treatment. WTO membership helps

landlocked countries to compete fairly in the international marketplace and allows them to counter discrimination and arbitrary behaviour with the help of enforceable, international trade rules, irrespective of the size of the country. By becoming members, they also participate in the process of interpretation, improvement and creation of the current and future trade rules through multilateral negotiations. Furthermore, by joining WTO, these countries create an essential condition for continued reforms and at the same time demonstrate tangible advancement and long-term commitment towards market-based principles. While the potential benefits of WTO membership are extensive, the immediate costs of meeting the accession requirements and (post-accession) adjustments costs arising from opening up the national economy cannot be ignored.

43. An important area for landlocked developing countries is the WTO negotiations on trade facilitation, which would clarify and improve relevant aspects of articles V on freedom of transit, article VIII on fees and formalities connected with importation and exportation and article X on publication and administration of trade regulations of the General Agreement on Tariffs and Trade of 1994 with a view to further expediting the movement, release and clearance of goods, including goods in transit. Article V on freedom of transit is particularly relevant to landlocked developing countries. The basic objective of this article is to allow for freedom of transit through the territory of each member of WTO for transport to or from the territory of other members. To achieve this freedom, article V prescribes two main obligations: (a) not to hinder traffic in transit by imposing unnecessary delays or restrictions by imposing unreasonable charges; and (b) to accord most favoured nation treatment to transiting goods of all members. The negotiations also aim to enhance technical assistance and capacity-building in the area of trade facilitation and to improve effective cooperation between customs and other appropriate authorities on trade facilitation and customs compliance issues. In recent years, progress has been made though no legal text exists. Landlocked developing countries have also made efforts to strengthen their collective negotiating capability at the WTO trade talks. In this regard, the ministers responsible for external trade met in 2005 in Asunción and adopted the Asunción Platform for the Doha Development Round which served as a common position of the group of Landlocked Developing Countries in international trade negotiations.

44. Against these positive developments, a large number of bottlenecks related to trade facilitation persist, such as: excessive number of documents required for export/import; multiplication of scheduled and unscheduled roadblocks; lack of adjacent border controls; unnecessary customs convoy; complicated and non-standardized procedures for customs clearance and inspections; insufficient application of information and communications technology, leading to poor or total lack of computerization of customs procedures; non-transparency of trade and customs laws, regulations and procedures; lack of institutional capacities and trained human resources; underdeveloped logistics services; lack of interoperability of transport systems and absence of competition in the transit transport services sector; slow progress in establishing and/or strengthening national trade and transport facilitation boards/committees; and low level of adherence to international conventions on transit transport. Unpredictability in the supply chain of goods owing to the large economic distance from markets adversely affects the integration of landlocked developing countries in international trading networks, particularly in view of the increasing need for just-in-time deliveries by international investors.

45. Often goods are delayed because of numerous roadblocks and other checkpoints that have proliferated to the extent that there are involuntary stops at short intervals, implicating additional formal and informal payments. They represent a loss of the transport economy. Roadblocks are a major problem in Africa, in particular. There are 69 checkpoints on the 992 km route from Lagos to Abidjan, 20 checkpoints on the 337 km route from Niamey to Ouagadougou, 34 checkpoints on the 989 km route from Lomé to Ouagadougou, 34 checkpoints on the 1,036 km route from Cotonou to Niamey and 37 checkpoints on the 1,122 km route from Abidjan to Ouagadougou.

46. Landlocked developing countries continue to be in a very disadvantaged situation in terms of trade efficiency. According to the World Bank *Doing Business* report, the bottom 10 countries of the 178 countries ranked by difficulties for trading are all landlocked developing countries, together with Iraq and the Congo. As the following table shows, 9 out of the 10 lowest-ranked countries in the ranking of countries by the cost of containers for importing and exporting are landlocked countries. The landlocked developing countries also perform poorly in terms of time spent and the number of documents needed for exporting and importing.

Table 2

Who makes exporting easy, and who does not? Documents (number)				*Who makes importing easy, and who does not? Documents (number)*			
Fewest		*Most*		*Fewest*		*Most*	
Canada	3	Burkina Faso	11	Denmark	3	Tajikistan	11
Estonia	3	Congo	11	Sweden	3	Congo	12
Micronesia	3	Mauritania	11	Canada	4	Eritrea	13
Panama	3	Namibia	11	Estonia	4	Fiji	13
Denmark	4	Afghanistan	12	Hong Kong, China	4	Kyrgyzstan	13
Finland	4	Angola	12	Ireland	4	Russian Federation	13
France	4	Kazakhstan	12	Israel	4	Zimbabwe	13
Hong Kong, China	4	Malawi	12	Norway	4	Azerbaijan	14
Norway	4	Fiji	13	Panama	4	Kazakhstan	14
Singapore	4	Kyrgyzstan	13	Singapore	4	Central African Republic	18

Time (days)				*Time (days)*			
Least		*Most*		*Least*		*Most*	
Denmark	5	Eritrea	59	Singapore	3	Eritrea	69
Estonia	5	Niger	59	Denmark	5	Rwanda	69
Singapore	5	Angola	64	Estonia	5	Afghanistan	71
Hong Kong, China	6	Kyrgyzstan	64	Hong Kong, China	5	Burundi	71
Luxembourg	6	Afghanistan	67	United States	5	Kyrgyzstan	75
Netherlands	6	Chad	78	Luxembourg	6	Kazakhstan	76
United States	6	Uzbekistan	80	Netherlands	6	Tajikistan	83
Canada	7	Tajikistan	82	Sweden	6	Iraq	101

Time (days)				*Time (days)*			
Least		*Most*		*Least*		*Most*	
Germany	7	Kazakhstan	89	Germany	7	Chad	102
Ireland	7	Iraq	102	Norway	7	Uzbekistan	104

Cost (US dollars per container)				*Cost (US dollars per container)*			
Least		*Most*		*Least*		*Most*	
China	390	Uzbekistan	2 550	Singapore	367	Uganda	2 990
Singapore	416	Azerbaijan	2 715	Malaysia	385	Mongolia	3 197
Finland	420	Kazakhstan	2 730	Finland	420	Iraq	3 400
Malaysia	432	Uganda	2 940	China	430	Burkina Faso	3 522
United Arab Emirates	462	Niger	2 945	Iceland	443	Burundi	3 705
Iceland	469	Rwanda	2 975	United Arab Emirates	462	Uzbekistan	4 050
Brunei Darussalam	515	Tajikistan	3 000	Norway	468	Tajikistan	4 500
Pakistan	515	Iraq	3 400	Hong Kong, China	525	Central African Republic	4 534
Norway	518	Central African Republic	4 581	Denmark	540	Rwanda	4 970
Hong Kong, China	525	Chad	4 867	El Salvador	540	Chad	5 520

Source: World Bank *Doing Business*, 2008 database, at www.doingbusiness.org.

47. According to the World Bank report, *Doing Business*, the cost of customs procedures and transport represents the single greatest cost in external trade and is higher than the import tariffs for goods from landlocked developing countries. Red tape is estimated to cost nearly 10 per cent of the value of exports in developing countries. Each additional day in transport delays costs 0.5 per cent of cargo value for goods transported by ship or rail. Only a quarter of the total delays are attributable to poor physical infrastructure. In Africa the cost of delays is four times the tariff payments that African exporters face.

48. The World Bank also reported that in the past three years 55 countries have undertaken 68 reforms to speed up trading. Reforms aimed at reducing physical inspections, application of information technology, shortening of inland delays and simplification of border-crossing procedures have been main factors in reducing delays and improving export opportunities.

49. In 2006/07 India introduced online customs declarations for imports and exports. Arriving ships now submit their cargo manifests electronically, allowing the clearance process to begin even before the ship docks. These reforms helped cut delays for exporters and importers by seven days. Pakistan continued to expand its online declaration system and has made risk assessment a priority in its trade reform. These inspections dropped from 100 per cent of cargo before reform to less than 5 per cent today. Customs revenue is up by 20 per cent. Armenia introduced electronic transmission of trading documents, reducing the time to prepare and submit documents to customs by three days. The former Yugoslav Republic of Macedonia eliminated duplicate customs procedures at its borders. Waiting time fell

by 75 per cent. Brazil upgraded its online declaration system, reducing data requirements by 50 per cent. Border agencies can combine their teams to reduce the burden on traders. Kenya set up an electronic system for processing customs declarations. In two years clearance times dropped by half. Now nearly all large cross-border trades are submitted online.

50. Several African countries reformed. Uganda extended online declarations for traders to more border crossings across the country and is linking its new systems with Kenya's. That will speed transit trade through the port of Mombasa to Uganda. In Ghana delays at the Tema port were cut by two days with the construction of a new terminal and the creation of a system that allows into the port area only trucks ready to load or unload cargo. The changes also cut trading time for Burkina Faso. In the United Republic of Tanzania, thanks to various reform measures, delays for importers were reduced by 25 per cent from 2005 to 2006. Djibouti's customs extended its working hours to weekends and national holidays, and the container terminal, now under new ownership, was refurbished. Algeria hastened the approval of licences for customs brokers. The number of brokers increased and customs fees dropped by 40 per cent.

51. These reform measures undertaken by landlocked and transit developing countries brought early positive results. On average, landlocked developing countries, as a group, spent 49 days for export in 2007 down from 57 days in 2006. Time spent for importing went down to 56 days from 72 for the same period.

VI. Priority 4. International support measures

52. The Almaty Programme of Action recognized that the cost implications of meeting the requirements in establishing and maintaining efficient transit transport systems are of such magnitude that landlocked and transit developing countries cannot accomplish this formidable task on their own. Development partners are thus playing an important role in supporting transit transport development programmes. The returns on those investments are very low. Therefore, foreign aid rather than private capital is essential to break the deadlock.

53. ODA remains the main source of external finance for landlocked developing countries. In 2006, total ODA received by landlocked developing countries increased to US$ 16.1 billion from US$ 10.1 billion in 2002. In 2006, about 8 per cent of total ODA was allocated to transport, storage and communications infrastructure development. Total ODA received by transit developing countries reached $34 billion in 2006 up from US$ 20 billion in 2002. Transit countries also allocated about 8 per cent of their total ODA to transport, storage and communications infrastructure development in 2006.

54. ODA to infrastructure in sub-Saharan Africa has increased by 20 per cent since the Group of Eight summit in Gleneagles, United Kingdom, in 2005. ODA allocated to infrastructure increased from $4.4 billion in 2005 to $5.3 billion in 2006 and was projected to exceed $6 billion by 2007. It is largely driven by scaling-up from the multilateral donors (notably the African Development Fund, the European Development Fund and the World Bank), which together currently account for 78 per cent of ODA to the infrastructure sectors in sub-Saharan Africa. The International Development Association alone now accounts for 33 per cent of total ODA to the sector. Among bilateral donors, Japan and the United States of America

showed the biggest increase in direct expenditure on infrastructure projects. But the expected scale-up of around $2 billion by 2007 would still fall short of the financing gap of $11 billion that was identified in the report of the Commission for Africa in 2005. A further $17 billion are needed from country budgets to ensure that the operation and maintenance of infrastructure are sustainably managed. The commitments made by China at the Beijing summit of the Forum on China-Africa Cooperation in 2006 would add an additional $1.7 billion over the next three years.

55. Following the request of NEPAD, the increased funding for regional infrastructure has been particularly strong. The percentage of ODA going to regional infrastructure projects grew from barely 1 per cent in 2000 to over 5 per cent in 2005 (more than $400 million) and over 10 per cent in 2006 (more than $900 million). Multilaterals account for 95 per cent of funding for regional projects, of which IDA alone accounts for 44 per cent.

56. The most striking feature of the progress towards the implementation of the Almaty Programme of Action since 2003 has been across the board recognition of the special needs of landlocked developing countries, and much stronger engagement by development partners with respect to transport infrastructure development and trade facilitation as well as aid, debt relief and market access. Multilateral and development institutions and regional organizations allocated much greater attention and resources to the establishment of efficient transit systems.

57. Since the adoption of the Almaty Programme of Action, the World Bank has consistently broadened its transport agenda, including transit infrastructure and trade facilitation. In its new Transport Business Strategy for 2008-2012 particular attention was given to the special needs of landlocked developing countries in terms of lending projects at the regional and national levels, technical assistance and analytical research. Since 2003, World Bank lending relevant to the Almaty Programme of Action reached over $800 million for over 30 projects.

58. The Sub-Saharan Africa Transport Policy Programme, which is a joint programme of the World Bank and the Economic Commission for Africa, focuses its assistance on road maintenance, rural transport, urban mobility, trade and transport and railway restructuring. The Programme continues its effort to tackle issues in support of Africa's landlocked countries, including completion of missing links in trans-African highway networks, development of transit corridors and reduction of non-physical barriers.

59. The landlocked developing countries stand to gain a lot from an effective, focused and coordinated execution of the Aid for Trade initiative. With increased donor attention to trade, infrastructure and the broader economic growth agenda, the volume of aid dedicated to improving the capacity of developing countries to become more dynamic players in the global economy could rise significantly. If the recent annual growth rate of Aid for Trade (6.8 per cent) continues, this would deliver an additional $8 billion by 2010, with total Aid for Trade commitments reaching $30 billion. Trade facilitation, transport efficiency, logistics improvement and trade-related infrastructure are priority areas for Aid for Trade financing. In the period 2002-2005, five landlocked developing countries, namely Ethiopia, Uganda, Bolivia, Burkina Faso and Zambia, ranked among the 25 highest recipients of Aid for Trade.

60. The United Nations Development Programme's strategy to support the Aid for Trade initiative places emphasis on implementation by supporting developing countries to achieve better coherence between trade and development policies and better Government and donor planning and coordination. Aid for Trade needs assessments are already under way in Mongolia, Kazakhstan, Kyrgyzstan and Uzbekistan and are planned for Tajikistan, Turkmenistan and Azerbaijan as well as Southern African Customs Union countries in Southern Africa and Paraguay. The objective of the needs assessments is to identify a set of policy recommendations and technical assistance projects aimed at overcoming productive capacity and other supply-side constraints and building trade capacity while, inter alia, improving human development and poverty reduction outcomes.

61. The Asian Development Bank reported that significant progress was made in the trade facilitation sector of the Central Asia Regional Economic Cooperation Programme, including (a) the harmonization and modernization of customs procedures; (b) bilateral transit and cooperation agreements signed in 2005 between Kyrgyzstan and Tajikistan, Azerbaijan and China; (c) pilot testing by Kazakhstan and Kyrgyzstan for joint customs control at the Kordai-Akzol border crossing; (d) the launching of the Programme's trade facilitation programme website; and (e) advisory services on trade finance to banks in the region with guarantees for trade finance to facilitate foreign trade.

62. The World Customs Organization develops and maintains instruments and recommendations to simplify and standardize customs procedures. In particular, the revised Kyoto Convention on the Simplification and Harmonization of Customs Procedures lays down the blueprint for customs reform and modernization. Since it entered into force in February 2006 the number of contracting parties has grown to 53, including seven landlocked developing countries.

63. The Economic Commission for Europe (ECE) continued to promote regional cooperation for the coordinated development of international road, rail, inland waterway and combined transport networks through legally binding infrastructure network agreements in the framework of its Trans-European Motorway (TEM) and Trans-European Railway (TER) projects. The TEM and TER Master Plans identified the backbone road and rail networks in 21 Central, Eastern and South-Eastern European countries with 491 projects estimated to cost €102 billion having been evaluated and prioritized.

64. From 2003 to 2006, the five United Nations regional commissions made efforts to implement a United Nations development account project on capacity-building for the development of interregional transport linkages. The ECE and ESCAP project focuses primarily on Euro-Asian transport links, including transport links through Central Asian, Caucasus and Eastern European landlocked developing countries.

65. Landlocked and transit developing countries continued to benefit from the UNCTAD Automated System for Customs Data (ASYCUDA) programme, which is designed to speed up customs procedures through the use of information technology. The new Web-based ASYCUDA system, "ASYCUDAWorld", is being introduced in many landlocked and transit developing countries.

66. The Transport Corridor Europe-Caucasus-Asia (TRACECA) programme, which was initiated by the European Union, serves as a catalyst for transport

infrastructure and economic development in the participating countries, namely Armenia, Azerbaijan, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Romania, Tajikistan, Turkey, Turkmenistan, Ukraine and Uzbekistan. It continued to promote regional cooperation to attract and facilitate investments from international financial institutions and private investors. A basic infrastructure network has been developed for the TRACECA region, including roads, irrespective of their cross-sectional standards or traffic levels, which serve international and major national inter-urban traffic movements. The TRACECA programme provides institutional capacity-building and technical support in implementing priority infrastructure projects.

67. The Inter-American Development Bank increased its allocation to public administration improvement and improving road infrastructure in Bolivia and Paraguay, as well as for greater regional integration, including rehabilitating and maintaining roads for integrated corridors.

VII. Preparatory process for the midterm review and monitoring of the implementation of the Almaty Programme of Action

68. The Office of the High Representative was requested by the General Assembly in its resolution 61/212 to provide the overall coordination and mobilization for the midterm review of the Almaty Programme of Action. Thus, the Office, in close consultation with the relevant United Nations agencies and international organizations, developed an organizational framework for the midterm review of which the Assembly took note in its resolution 62/204. The objective of the framework is to organize the midterm review in such a way that it attains practical and operational outcomes that can be effectively followed up at the global, regional, subregional and national levels to further accelerate the implementation of the Almaty Programme of Action. Thematic and regional assessments are selected as the main building blocks for the preparatory process leading to the high-level midterm review process.

69. High transit transport costs and unduly long delays are both a symptom and a result of negative factors which fall under two major categories, namely physical infrastructure bottlenecks and non-physical barriers. In order to assess the progress made in these areas, two substantive/thematic meetings were convened as part of the preparatory process for the midterm review of the Almaty Programme of Action. The first thematic meeting, on transit transport infrastructure development, was held in Ouagadougou from 18 to 20 June 2007. More than 130 participants at the ministerial and senior official levels from donor countries, landlocked developing countries and transit developing countries and the relevant United Nations organizations, international financial and development institutions and regional and subregional organizations participated in the meeting, which adopted an outcome document (see A/62/256 and Corr.1) which assessed the status of infrastructure development in all landlocked regions and provided action-oriented recommendations.

70. The second thematic meeting, on trade and trade facilitation, was held on 30 and 31 August 2007 in Ulaanbaatar. The meeting was preceded by a two-day consultation of landlocked developing countries on issues relevant to their effective and coordinated participation in the WTO trade negotiations, particularly on trade

facilitation. More than 150 participants from 27 landlocked developing countries and 30 transit and donor countries together with many United Nations agencies and international and subregional organizations participated in the thematic meeting on trade and trade facilitation. The meeting reviewed and assessed the progress made and made policy recommendations on measures that need to be undertaken in the area of trade and trade facilitation. The Ulaanbaatar outcome document (A/C.2/62/9, annex) underscores the urgency for landlocked and transit developing countries to implement trade facilitation measures and calls for strong political commitment.

71. The Euro-Asian regional review meeting was organized jointly by the Office of the High Representative, ECE and ESCAP at ESCAP headquarters in Bangkok on 22 and 23 April 2008. About 50 senior officials from Asian and European landlocked and transit countries and representatives from donor countries and the relevant United Nations organizations and relevant international, regional and subregional organizations participated in the regional review meeting. The outcome document of the meeting (E/ESCAP/64/INF/6) identifies progress and obstacles in the implementation of the Almaty Programme of Action and agreed on action-oriented recommendations and deliverables aimed at strengthening harmonization of legal regimes, adoption of an integrated approach to trade and transport facilitation, elimination of physical and non-physical bottlenecks to transport, promotion of integrated training programmes, establishing national transit and trade facilitation committees, completing missing links, promoting multimodal transport and developing integrated transport corridors and logistics services as well as the mobilization of domestic and external resources.

72. The African regional review meeting was convened from 18 to 20 June 2008 at ECA headquarters in Addis Ababa. The review meeting was preceded by a one-day seminar on multilateral conventions in the area of transit trade that are included in the 2008 United Nations treaty event. The African regional review meeting was attended by more than 80 participants from almost all the landlocked and transit developing countries of Africa, as well as donor countries and international, regional and subregional organizations. The meeting adopted a final outcome document (E/ECA/ALMATY/08), which contains specific action-oriented measures with the objective, inter alia, to ensure uniform and effective implementation of regional and subregional instruments, reduce port and border delays which contribute significantly to transit costs, enhance the participation of relevant national and regional private sector associations in facilitation efforts, strengthen the capacity of Governments to design and implement public-private partnership agreements in general and, in particular, create appropriate oversight mechanisms to monitor the implementation of railway and other concessions, and improve the layout of infrastructure at borders and introduce shared facilities. The Office of the High Representative, ECA, the World Bank, the African Development Bank and the African Union were requested to support the efforts to elaborate and conclude an intergovernmental agreement on the Trans-African Highway.

73. The Latin American regional review meeting was organized by the Economic Commission for Latin America and the Caribbean and the Office of the High Representative in Buenos Aires on 30 June 2008. The meeting was attended by 31 officials from the Latin American landlocked and transit developing countries and representatives of the relevant United Nations organizations and other international financial and development institutions.

74. As part of the preparations for the midterm review, a number of preparatory meetings were convened to further raise international awareness of the process. These include: (a) the Office of the High Representative/World Bank joint workshop on Logistics Performance Indicators: Monitoring the Implementation of the Almaty Programme of Action, which examined the economics of being landlocked, the benefits for transit countries from the provision of transit services to landlocked neighbours, public monitoring systems for trade corridor performance, transit regimes and global standards; (b) the WTO/Office of the High Representative special event on trade facilitation and Aid for Trade for landlocked developing countries that assessed the status of the trade facilitation negotiations at the WTO and the latest developments in the Aid for Trade Initiative; and (c) the High-Level Investment Forum "Investing in landlocked developing countries: trends, experiences and the way forward". UNCTAD also hosted a seminar on technical assistance programmes in the area of trade facilitation in Geneva. The outcomes of these events are meant to contribute recommendations for action to be considered in the next five years of implementation of the Almaty Programme of Action.

75. The organizations of the United Nations system continued their efforts to develop an internationally acceptable set of indicators to measure progress in the implementation of the Almaty Programme of Action. The Office of the High Representative compiled statistics on key macroeconomic variables, foreign direct investment, official development assistance, debt sustainability, participation of landlocked countries in international trade, as well as selected indicators for transport infrastructure and trade facilitation. The ESCAP secretariat developed the cost-time distance methodology in order to quantitatively illustrate the time and costs spent in each segment of a transit route, including border crossing points, as well as pinpointing the bottlenecks that need to be addressed.

76. Recently, the World Bank launched a comprehensive approach to supply chain performance, namely the Logistics Performance Index. Using a five-point scale, the Index provides in-depth cross-country assessments in seven areas that capture the current logistics environment: (a) efficiency of the clearance process by customs and other border agencies; (b) quality of transport and information technology infrastructure for logistics; (c) ease and affordability of arranging international shipments; (d) competence of the local logistics industry; (e) ability to track and trace international shipments; (f) domestic logistics costs; (g) timeliness of shipments in reaching destination. It aggregates more than 5,000 country evaluations by professionals trading with the country of various dimensions of performance. The World Bank's annual report, *Doing Business*, also contains very useful data on trade facilitation showing delays, multiple documentation, requirements for multiple signatures, licences and reform measures to address these issues.

VIII. Conclusions and recommendations

77. **The high cost of international trade continues to represent a serious constraint to the trade and economic development of landlocked developing countries. Measures to deal with the transit problems must address inadequate infrastructure, trade imbalance, inefficient transport organization, and weak managerial, procedural, regulatory and institutional systems. There is a little doubt that without real solutions to the disadvantages that beset the landlocked**

developing countries, these States will continue to be driven to the outer fringes of the global economy.

78. **The implementation of the Almaty Programme of Action, which remains a sound global framework for global partnerships aimed at addressing the special needs of landlocked developing countries by establishing viable and predictable transit systems, should be further accelerated. It offers a win-win solution for both the landlocked developing countries and their transit neighbours.**

79. **Tangible progress has been registered in the implementation of the Almaty Programme of Action since its adoption. The international community came to recognize that high transit transport costs represent a more important barrier than most favoured nation tariffs for landlocked developing countries. Both landlocked and transit developing countries, with the support of their development partners, produced notable achievements in all the priorities of the Almaty Programme of Action. The development partners clearly recognized the special needs of landlocked developing countries and more actively engaged with respect to transport infrastructure development, trade facilitation, aid, debt relief and market access. Multilateral and development institutions and regional organizations allocated much greater attention and resources to the establishment of efficient transit systems. Regional cooperative arrangements for transit cooperation require further strengthening.**

80. **Because landlocked developing countries depend on their transit neighbours for access to and from the sea, efficient transit systems require closer and effective cooperation and collaboration between these countries and their transit neighbours. The role of regional and subregional organizations should be further strengthened in the implementation of the Almaty Programme of Action. Relevant United Nations organizations and other international organizations should provide greater support to regional initiatives in this regard, including efforts to develop regional integrated infrastructure networks, viable multimodal transport, ways to complete missing links, trade facilitation measures and broader application of information technology.**

81. **Transit transport policy reforms and a broad range of trade facilitation measures that have a positive impact on transit costs should be facilitated at all levels. These measures should include the commercialization and liberalization of transport services and efforts to improve institutional, procedural, regulatory and managerial systems and reduce excessive paperwork and red tape requirements. Landlocked and transit developing countries should continue their efforts to accede to relevant multilateral conventions in the area of transit transport.**

82. **The international community should provide greater market access for goods originating in landlocked developing countries to mitigate high trade transaction costs stemming from their geographical disadvantages. Increased and immediate technical assistance should be extended to landlocked developing countries to ensure their effective participation in the WTO trade negotiations, particularly those related to trade facilitation.**

83. ODA remains the major source of investment in infrastructure development in landlocked developing countries. Donor countries and financial and development institutions, in particular the World Bank, the Asian Development Bank, the African Development Bank and the Inter-American Development Bank, are invited to provide greater financial resources to transit transport infrastructure projects in landlocked and transit developing countries. Special attention should be given to landlocked developing countries in the context of the Aid for Trade initiative.

Annex

Selected development and transport indicators for landlocked developing countries

Table 1
Gross domestic product and gross domestic product growth, 2000-2006

	Estimates of GDP at constant 1990 prices (millions of US dollars)			*GDP per capita current (US dollars)*	*GDP average annual growth*		
Landlocked developing countries	*2000*	*2003*	*2006*	*2006*	*2000-2003*	*2003-2005*	*2006*
Afghanistan	2 539	3 666	5 105	319	13.03	11.96	11.10
Armenia	1 463	2 069	3 563	2 128	12.25	21.35	16.93
Azerbaijan	3 835	5 179	9 701	2 362	10.53	18.02	34.47
Bhutan	466	591	729	1 422	8.24	6.63	8.48
Bolivia	7 047	7 544	8 510	1 101	2.30	4.10	4.10
Botswana	5 774	6 834	8 227	4 755	5.78	7.51	4.15
Burkina Faso	4 932	5 905	7 057	416	6.19	6.24	5.88
Burundi	970	1 023	1 143	114	1.79	2.61	6.13
Central African Republic	1 453	1 338	1 430	333	-2.71	1.74	3.25
Chad	2 172	3 004	4 485	634	11.42	20.47	2.87
Ethiopia	14 446	15 199	20 985	164	1.71	11.71	10.64
Kazakhstan	20 594	28 058	37 305	5 043	10.86	9.64	10.60
Kyrgyzstan	1 006	1 134	1 244	536	4.07	3.38	2.64
Lao People's Democratic Republic	1 593	1 887	2 323	599	5.81	7.11	7.30
Lesotho	867	939	1 022	725	2.69	3.51	1.59
Malawi	3 071	3 183	3 756	164	1.20	4.28	8.52
Mali	3 742	4 699	5 335	498	7.89	4.18	4.61
Moldova	1 380	1 684	2 021	876	6.86	7.44	3.96
Mongolia	1 251	1 398	1 658	1 076	3.77	8.87	0.06
Nepal	5 738	6 225	6 759	290	2.75	3.24	1.87
Niger	3 126	3 671	4 047	247	5.50	3.19	3.53
Paraguay	5 853	6 200	6 906	1 514	1.94	3.50	3.99
Rwanda	2 646	3 107	3 523	242	5.50	4.92	3.01
Swaziland	1 185	1 268	1 337	2 399	2.28	2.07	1.21
Tajikistan	1 091	1 472	1 854	424	10.50	8.50	6.98
The former Yugoslav Republic of Macedonia	4 215	4 173	4 702	3 096	-0.33	4.09	4.00
Turkmenistan	2 413	2 606	3 251	1 327	2.60	6.99	8.98
Uganda	7 152	8 479	10 124	346	5.84	6.02	6.22
Uzbekistan	14 469	16 426	20 660	598	4.32	7.42	8.99

Landlocked developing countries	*Estimates of GDP at constant 1990 prices (millions of US dollars)*			*GDP per capita current (US dollars)*	*GDP average annual growth*		
	2000	*2003*	*2006*	*2006*	*2000-2003*	*2003-2005*	*2006*
Zambia	4 002	4 523	5 354	938	4.16	5.67	6.02
Zimbabwe	9 267	7 743	6 895	133	-5.81	-3.28	-4.80
Landlocked developing countries	**139 758**	**161 227**	**201 011**	**688**	**4.88**	**7.49**	**7.91**
Developing countries[a]	**6 056 110**	**6 859 864**	**8 377 110**	**2 310**	**4.24**	**4.50**	**7.00**

[a] Does not include countries of the Commonwealth of Independent States.

Source: United Nations Statistics Division, *National Accounts Main Aggregates Database*, http://unstats.un.org/unsd/snaama/introduction.asp (accessed 10 February 2008). Rates of growth calculations by the Office of the High Representative for Least Developed Countries, Landlocked Developing Countries and Small Island Developing States.

Table 2
Official development assistance receipts and total donor assistance for transport, storage and communication

Landlocked developing countries	*Net ODA receipts (millions of US dollars)*			*ODA/GNI (%)*	*Donor assistance for transport, storage and communication (millions of US dollars)*		
	2000	*2004*	*2006*	*2006*	*2000*	*2003*	*2006*
Afghanistan	1 300	2 171	3 000	35.69	0.21	236.01	267.63
Armenia	293	254	213	3.28	40.01	1.06	67.17
Azerbaijan	349	176	206	1.18	0.06	0.11	3.31
Bhutan	73	78	94	10.17	9.71	16.13	4.16
Bolivia	680	770	581	5.38	31.13	51.06	4.99
Botswana	37	47	65	0.67	0.31	0.53	0.33
Burkina Faso	471	624	871	13.98	1.57	252.81	5.76
Burundi	172	362	415	52.83	0.04	0.05	31.26
Central African Republic	60	110	134	9.02	27.97	68.77	74.68
Chad	228	329	284	5.47	111.06	0.23	0.01
Ethiopia	1 297	1 806	1 947	14.66	35.94	185.37	374.72
Kazakhstan	188	268	172	0.25	154.10	0.19	0.51
Kyrgyzstan	186	261	311	11.77	22.19	1.09	6.60
Lao People's Democratic Republic	278	270	364	12.14	58.46	42.78	24.13
Lesotho	76	96	72	4.02	0.91	17.49	16.61
Malawi	376	501	669	30.47	5.20	22.27	34.06
Mali	466	568	825	13.44	25.22	2.66	0.98
Moldova	142	120	228	6.03	0.02	0.08	0.06
Mongolia	208	255	203	7.79	34.28	12.61	28.16
Nepal	361	428	514	6.25	30.47	6.41	67.37
Niger	297	541	401	11.00	33.25	10.77	32.79
Paraguay	57	22	56	0.61	..	0.39	2.14
Rwanda	354	486	585	23.63	1.20	22.50	47.33
Swaziland	22	22	35	1.30	0.83	0.08	0.06
Tajikistan	168	243	240	8.82	0.01	0.12	36.67
The former Yugoslav Republic of Macedonia	275	250	200	3.21	13.69	0.09	2.30
Turkmenistan	41	37	26	0.26	..	1.18	..
Uganda	710	1 194	1 551	16.92	57.17	4.30	45.85
Uzbekistan	189	246	149	0.87	0.00	12.57	0.13
Zambia	639	1 125	1 425	14.30	44.97	5.02	59.96
Zimbabwe	199	186	280	..	0.28	0.82	0.83
Landlocked developing countries	**10 192**	**13 846**	**16 116**		**740.24**	**975.56**	**1 240.56**
Transit developing countries	**19 933**	**21 881**	**34 062**		**3 483.51**	**2 648.39**	**2 846.50**

Abbreviations: ODA, official development assistance; GNI, gross national income.

Source: Richard Manning, Organization for Economic Cooperation and Development Development Assistance Committee, *Development Cooperation Report 2007* (Paris, 2008), table 25, and *CRS Online Database on Aid Activities*, http://www.oecd/dac (accessed 1 April 2008).

Table 3
Debt sustainability, and debt relief under the Heavily Indebted Poor Countries Initiative

Landlocked developing countries	*External ratio of debt to exports of merchandise*		*External debt (% of GNI)*		*Debt relief by HIPC, February 2008 (millions of US dollars NPV)*
	2003	*2006*	*2003*	*2006*	
Afghanistan	..	4.12	..	21.1	546
Armenia	2.58	2.06	61.0	32.0	
Azerbaijan	0.67	0.30	25.3	11.1	
Bhutan	3.66	2.04	78.8	75.9	
Bolivia	3.63	1.37	74.5	49.0	175
Botswana	0.18	0.09	6.8	4.1	
Burkina Faso	5.41	2.60	40.6	18.5	725
Burundi	35.25	24.04	230.1	162.2	864
Central African Republic	8.11	8.50	87.0	68.4	583
Chad	2.65	0.47	70.2	34.2	214
Ethiopia	14.65	2.29	91.3	17.5	2 446
Kazakhstan	1.76	1.83	78.3	103.4	
Kyrgyzstan	3.48	2.99	109.0	85.6	
Lao People's Democratic Republic	6.11	3.41	108.5	98.6	
Lesotho	1.46	0.97	54.9	35.8	
Malawi	5.90	1.57	130.0	27.2	1 278
Mali	3.36	1.06	74.1	26.0	707
Moldova	2.46	2.30	87.7	64.3	
Mongolia	2.39	0.94	102.5	47.4	
Nepal	4.78	4.49	50.0	37.8	
Niger	5.88	1.49	76.2	22.1	853
Paraguay	2.60	1.80	58.2	36.9	
Rwanda	24.42	3.04	93.0	16.9	872
Swaziland	0.24	0.26	20.6	20.4	
Tajikistan	1.45	0.82	78.7	42.5	
The former Yugoslav Republic of Macedonia	1.36	1.11	40.6	42.8	
Turkmenistan	0.48	0.17	29.5	8.9	
Uganda	8.07	1.26	74.1	13.6	1 349
Uzbekistan	1.54	0.69	49.1	22.7	
Zambia	6.93	0.63	162.5	23.9	3 279
Zimbabwe	2.68	2.40	62.2	..	
Landlocked developing countries	**2.25**	**1.37**	**64.9**	**51.1**	**13 891**
Transit developing countries	**1.33**	**0.70**	**30.8**	**20.2**	**14 160**
Low- and middle-income countries	**1.37**	**0.82**	**37.3**	**26.4**	**45 512**

Abbreviations: HIPC, Heavily Indebted Poor Countries Initiative; GNI, gross national income; NPV, net present value end 2006, as calculated by the World Bank.

Sources: World Bank, *World Development Indicators 2008* (Washington, D.C., 2008), tables 1.4, 4.4, 6.8 and 6.9, and *WDI and GDF Online*, http://www.worldbank.org (accessed 23 April 2008). Income grouping of countries from ibid.

Table 4
International merchandise trade, exports and imports

Landlocked developing countries	*Export of merchandise (millions of US dollars)*		*Percentage of world*		*Imports of merchandise (millions of US dollars)*		*Percentage of world*	
	2003	*2006*	*2003*	*2006*	*2003*	*2006*	*2003*	*2006*
Afghanistan	—	—	—	—	—	—	—	—
Armenia	670	1 004	0.01	0.01	1 235	2 194	0.02	0.02
Azerbaijan	2 592	6 372	0.04	0.06	2 626	5 267	0.04	0.05
Bhutan	..	..	..	..	..	..	..	..
Bolivia	1 651	4 223	0.02	0.04	1 684	2 825	0.02	0.02
Botswana	3 802	4 506	0.05	0.04	3 964	3 053	0.06	0.03
Burkina Faso	319	..	0.00	..	945	..	0.01	..
Burundi	66	..	0.00	..	145	..	0.00	..
Central African Republic	66	..	0.00	..	100	..	0.00	..
Chad	..	..	..	..	..	..	..	..
Ethiopia	513	1 043	0.01	0.01	2 686	5 207	0.04	0.05
Kazakhstan	12 927	38 244	0.18	0.34	8 408	23 663	0.12	0.21
Kyrgyzstan	582	794	0.01	0.01	717	1 718	0.01	0.02
Lao People's Democratic Republic	..	..	..	..	..	..	..	..
Lesotho	..	..	..	..	..	..	..	..
Malawi	502	668	0.01	0.01	785	1 209	0.01	0.01
Mali	1 007	..	0.01	..	1 271	..	0.02	..
Moldova	790	1 052	0.01	0.01	1 399	2 693	0.02	0.02
Mongolia	616	1 542	0.01	0.01	801	1 486	0.01	0.01
Nepal	653	..	0.01	..	1 802	..	0.03	..
Niger	228	..	0.00	..	560	..	0.01	..
Paraguay	1 242	1 906	0.02	0.02	2 228	5 879	0.03	0.05
Rwanda	50	..	0.00	..	261	..	0.00	..
Swaziland	1 732	..	0.02	..	1 432	..	0.02	..
Tajikistan	..	..	..	..	..	..	..	..
The former Yugoslav Republic of Macedonia	1 367	2 401	0.02	0.02	2 306	3 763	0.03	0.03
Turkmenistan	..	..	..	..	..	..	..	..
Uganda	532	962	0.01	0.01	1 375	2 557	0.02	0.02
Uzbekistan	..	..	..	..	..	..	..	..
Zambia	980	3 770	0.01	0.03	1 574	3 074	0.02	0.03
Zimbabwe	..	..	..	..	..	..	..	..
Landlocked developing countries	**32 886**	**68 489**	**0.47**	**0.61**	**38 305**	**64 589**	**0.53**	**0.57**
Transit developing countries	**935 778**	**1 794 712**	**13.36**	**16.08**	**886 136**	**1 620 790**	**12.36**	**14.29**
Developing countries[a]	**2 364 614**	**4 487 700**	**33.75**	**40.21**	**1 778 316**	**3 834 462**	**24.81**	**33.81**
World	**7 006 464**	**11 161 783**	**..**	**..**	**7 167 501**	**11 341 309**	**..**	**..**

[a] Includes countries of the Commonwealth of Independent States.

Source: United Nations Statistics Division, *UN comtrade*, http://comtrade.un.org (accessed 10 April 2008).

Table 5
International merchandise trade, exports and imports

	Roads		*Railways*	*Waterways*	*Pipelines*	*Air transport*	
	Kms	*Paved (percentage)*	*Kms*	*Kms*	*Kms*	*Departures*	
Landlocked developing countries	*2000-2006*	*2000-2006*	*2000-2006*	*2006-2007*	*2007*	*2000*	*2006*
Afghanistan	34 782	23.7	—	1 200 (<500 DWT)	466	—	—
Armenia	7 515	90.0	711	..	2 036	4 406	6 177
Azerbaijan	59 141	49.4	2 122	..	6 293	8 012	12 777
Bhutan	..	..	..	..	..	..	..
Bolivia	62 479	7.0	..	10 000	9 218	21 566	21 978
Botswana	24 455	33.2	888	..	..	6 703	6 905
Burkina Faso	92 495	4.2	622	..	..	..	..
Burundi	12 323	10.4	..	Lake Tanganyika	..	..	..
Central African Republic	24 307	..	..	2 800	..	..	..
Chad	33 400	0.8	..	wet season	250	..	..
Ethiopia	37 018	13.4	..	..	..	..	..
Kazakhstan	90 800	83.0	14 205	4 000	23 211	8 041	19 160
Kyrgyzstan	18 500	91.1	424	600	..	6 051	4 730
Lao People's Democratic Republic	31 210	14.4	..	4 600	540	..	..
Lesotho	5 940	18.3	..	..	..	..	..
Malawi	15 451	45.0	710	700	..	..	..
Mali	18 709	18.0	734	1 800	..	..	..
Moldova	12 737	86.3	1 075	424	1 980	3 682	4 248
Mongolia	49 250	3.5	1 810	580	..	..	..
Nepal	17 280	56.9	59	..	..	..	..
Niger	18 423	20.6	..	300 (wet season)	..	..	..
Paraguay	29 500	50.8	441	3 100	..	7 556	9 807
Rwanda	14 008	19.0	..	Lac Kivu (shallow)	..	..	..
Swaziland	3 594	30.0	301	..	..	2 586	..
Tajikistan	27 767	..	616	200	587	3 953	2 976
The former Yugoslav Republic of Macedonia	13 182	..	699	..	388	8 047	2 368
Turkmenistan	24 000	81.2	2 529	1 300	7 802	21 858	15 602
Uganda	70 746	23.0	261	200	..	..	..
Uzbekistan	81 600	87.3	4 014	1 100	10 593	30 075	21 514
Zambia	91 440	22.0	1 273	2 250	771	..	..
Zimbabwe	92 267	19.0	..	Lake Kariba	270	13 603	6 819
Landlocked developing countries	**1 108 369**	**32.9**	**33 494**	**..**	**64 405**	**146 139**	**135 061**

Sources: World Bank, *World Development Indicators 2008* (Washington, D.C., 2008), table 5.9, and *WDI and GDF Online*, http://www.worldbank.org (accessed 1 March 2008) and United States Central Intelligence Agency, *The World Factbook, Field Listing — Pipelines*, http://www.cia.gov/library/publications/the-world-factbook/fields/2117.html (accessed 1 February 2008).

Table 6
Selected telecommunications indicators

	Telephone lines and cellular subscribers per 100 population				*Internet users per 100 population*	*Total annual investment in telecom. (millions of US dollars)*	*Telecom. equipment imports (millions of US dollars)*
	Main lines		*Cellular*	*Total*			
Landlocked developing countries	*2000*	*2006*	*2006*	*2006*	*2006*	*2006[a]*	*2006[a]*
Afghanistan	0.1	0.3	8.1	8.4	1.7	165.1	—
Armenia	17.3	19.7	10.5	30.3	5.8	34.3	62.8
Azerbaijan	9.8	14.0	39.2	53.3	9.8	32.6	173.4
Bhutan	2.2	3.8	9.8	13.5	3.6	16.9	—
Bolivia	6.1	7.1	30.8	37.9	6.2	17.7	36.4
Botswana	8.3	7.8	46.8	54.6	4.6	404.0	53.2
Burkina Faso	0.5	0.7	7.5	8.2	0.6	202.6	21.1
Burundi	0.3	0.4	2.0	2.4	0.8	..	10.1
Central African Republic	0.3	0.3	2.5	2.8	0.3	0.1	3.1
Chad	0.1	0.1	4.7	4.8	0.6	..	..
Ethiopia	0.4	0.9	1.1	2.0	0.2	60.2	89.5
Kazakhstan	12.2	19.8	52.9	72.6	8.4	87.5	468.2
Kyrgyzstan	7.7	8.6	23.7	32.3	12.2	3.5	85.1
Lao People's Democratic Republic	0.8	1.5	16.7	18.2	1.2	30.0	..
Lesotho	1.2	3.0	20.0	23.0	2.9	1.8	12.5
Malawi	0.5	0.8	1.8	2.6	0.5	..	29.0
Mali	0.4	0.6	10.9	11.5	0.6	93.9	37.3
Moldova	13.7	24.3	32.4	56.7	17.4	90.2	48.9
Mongolia	5.0	5.9	28.9	34.9	11.6	24.9	35.2
Nepal	1.2	2.2	4.2	6.4	1.1	25.2	44.3
Niger	0.2	0.2	3.4	3.5	0.3	..	17.1
Paraguay	5.2	5.3	51.3	56.6	4.1	81.5	204.6
Rwanda	0.2	0.2	3.4	3.6	0.6	..	9.5
Swaziland	3.2	4.3	24.3	28.6	4.1	27.6	15.7
Tajikistan	3.6	4.3	4.1	8.4	0.3	6.5	2.8
The former Yugoslav Republic of Macedonia	25.3	24.1	69.6	93.7	13.2	45.1	52.6
Turkmenistan	8.2	8.2	4.4	12.7	1.3	7.3	45.6
Uganda	0.3	0.4	6.7	7.1	5.0	67.3	121.0
Uzbekistan	6.7	6.7	9.3	16.0	6.3	118.5	..
Zambia	0.8	0.8	14.0	14.8	4.2	42.5	76.4
Zimbabwe	2.2	2.6	6.5	9.1	9.3	..	..
Landlocked developing countries	**2.7**	**3.2**	**10.5**	**13.7**	**2.9**	**1 686.8**	**1 755.5**
Low- and middle-income countries[b]	**..**	**13.0**	**31.0**	**44.0**	**8.0**		

[a] /Or latest year available.

[b] World Bank grouping, *World Development Indicators 2008* (Washington, D.C.), table 5.10.

Source: International Telecommunications Union, *Country data by region (online) and World Telecommunications/ICT Indicators*, http://www.itu.int/ITU-D/icteye/Indicators/Indicators.aspx, accessed 21 April 2008, and United Nations Statistics Division, *UN comtrade*, http://comtrade.un.org (accessed 14 April 2008).

Table 7
Foreign direct investment, net inflows
(Millions of United States dollars)

Landlocked developing countries	*2000*	*2003*	*2004*	*2005*	*2006*
Afghanistan	0.17	2.01	0.62	3.61	2.08
Armenia	104.20	120.90	218.80	258.20	343.48
Azerbaijan	30.00	3 227.00	3 535.00	1 679.00	-601.00
Bhutan	0.00	2.53	3.46	9.00	6.10
Bolivia	736.40	197.40	65.40	-238.60	240.10
Botswana	57.32	418.77	391.55	281.32	274.13
Burkina Faso	23.11	29.12	14.35	34.15	25.87
Burundi	11.68	-0.01	0.04	0.58	290.00
Central African Republic	0.84	19.44	24.80	28.63	24.29
Chad	114.75	712.66	495.38	612.93	700.00
Ethiopia	134.64	465.00	545.10	221.10	364.40
Kazakhstan	1 282.52	2 092.03	4 157.21	1 977.34	6 143.09
Kyrgyzstan	-2.40	45.54	175.40	42.60	182.00
Lao People's Democratic Republic	34.00	19.48	16.90	27.70	187.40
Lesotho	31.50	41.90	53.30	57.30	57.00
Malawi	39.60	7.40	22.00	26.50	29.70
Mali	82.44	132.26	101.00	223.80	185.00
Moldova	127.54	73.75	148.94	198.70	222.29
Mongolia	53.70	131.50	92.90	182.30	166.50
Nepal	-0.48	14.78	-0.42	2.44	-6.55
Niger	8.44	11.47	19.71	30.29	20.49
Paraguay	104.10	27.40	37.70	97.80	130.30
Rwanda	8.10	4.72	7.70	10.50	14.97
Swaziland	90.70	-60.90	70.60	- 49.60	36.30
Tajikistan	23.54	13.57	272.03	54.48	385.20
The former Yugoslav Republic of Macedonia	174.53	96.29	157.01	99.84	350.52
Turkmenistan	131.00	226.00	354.00	418.21	730.93
Uganda	180.81	202.19	222.21	257.06	306.70
Uzbekistan	75.00	70.00	187.00	88.00	164.00
Zambia	121.70	172.00	364.00	380.00	350.40
Zimbabwe	23.20	3.80	8.70	102.80	40.00
Landlocked developing countries	**3 802.66**	**8 520.01**	**11 762.39**	**7 117.99**	**11 365.68**
Transit developing countries	**105 291.23**	**94 779.51**	**118 013.09**	**145 472.67**	**169 700.66**
Developing countries	**265 127.87**	**202 886.37**	**323 288.15**	**355 484.29**	**448 353.16**

Source: United Nations Conference on Trade and Development, Handbook of Statistics Online (accessed 15 June 2008).